

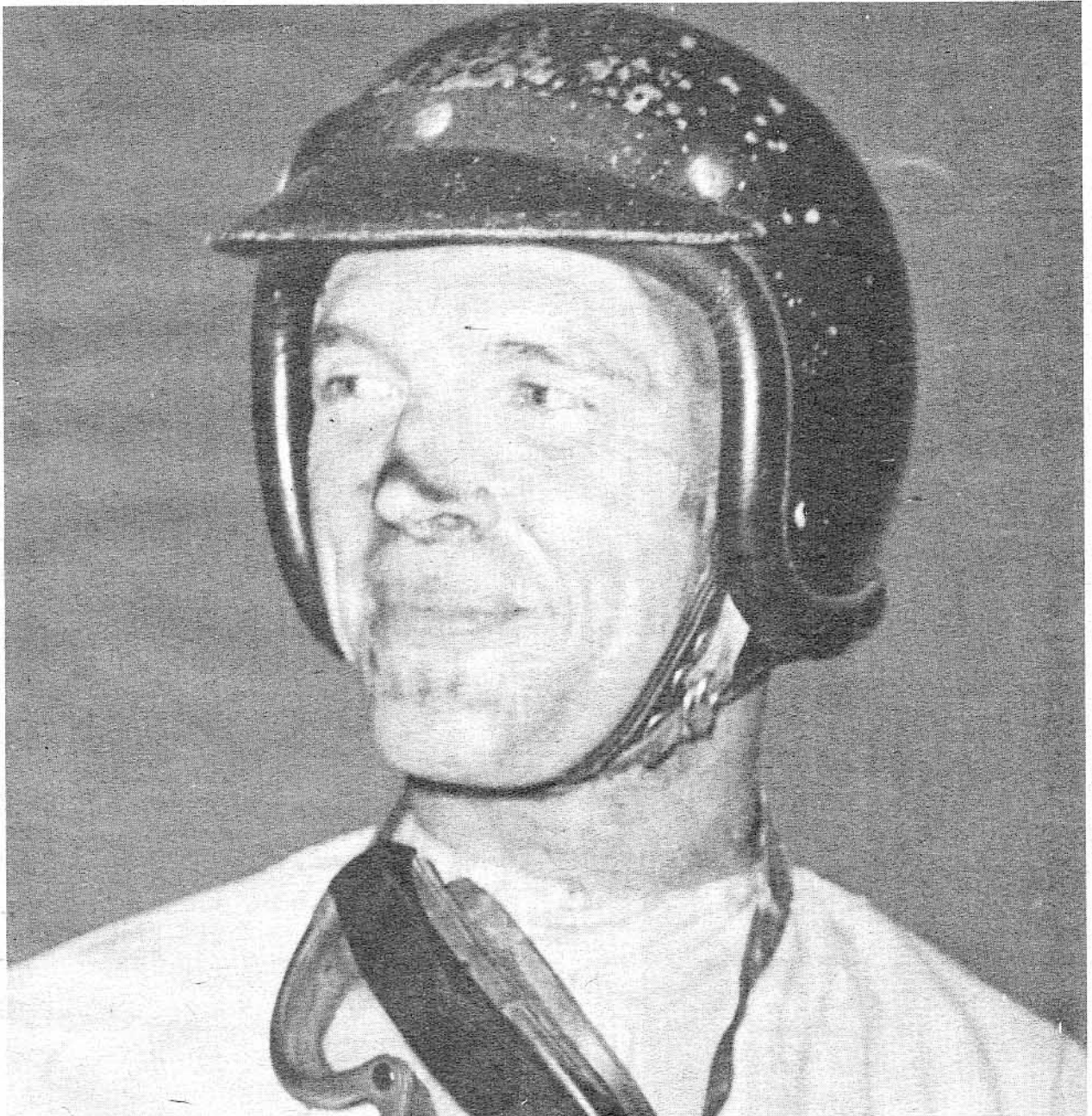
# MOTOR RACING

and  
Economy Car News

7th Year - No. 17 - Los Angeles, Calif.  
(Published bi-weekly except last issue of calendar year)

June 29, 1962  
25¢

## Hail Our Conquering Hero



DAN GURNEY, an American in France  
His Greatest Victory (Porsche) ---the French Grand Prix  
(See Page 1)



## ROAD AMERICA 500 NATL. EVENT

The Road America 500 will again be sanctioned as an SCCA Natl. Championship race event, and will take place Sept. 8 - 9 at Elkhart Lake, Wisc. Because of the size and prominence the "500" has attained as a Natl. event, SCCA will not sanction as FIA Grand Touring Car Manufacturers' Championship race originally planned to be run concurrently with this traditional 500mi. endurance race for modified sports cars.

SCCA has advised the Automobile Competition Committee for the U.S.-FIA that it has relinquished the FIA listing for the Road America "500".

## Peace, It's Great!

# RIVAL CAL CLUB, USSCC MERGE!

## Gurney Takes GP of France

By LUDWIG FRIEDMAN  
Special to MOTORACING

ROUEN, France, July 8 - Dan Gurney of Costa Mesa, Calif., scored the greatest triumph of his career when he won the Grand Prix of France in a revitalized factory Porsche 917 here today.

The course was extremely rough and attrition was high. Seventeen cars started and only eight finished. Only three went without a pit stop in the 219.5mi. race -- the fourth Grand Prix of the season.

Gurney, who was off to a great early-season start with wins at Nassau, Daytona and a Riverside road race stocker, averaged 102.8mph. His time was 2h7m35s.

One lap behind in second place was Tony Maggs of South Africa, in a Cooper. Richie Ginther of Granada Hills, Calif., finally broke into the point standings by taking third in a BRM. He was two laps behind. Bruce McLaren, New Zealand, Cooper, was fourth; John Surtees, Britain, Lola, fifth; and Godin de Beaufort, Holland, Porsche, sixth, all three laps behind.

For the first time since Joakim Bonnier won the Grand Prix of Germany in 1960 for Formula 2 cars and, since Daimler Benz had given up racing, the German flag was raised after the traditional Grand Prix of France.

### PORSCHE MACHINES WERE BEEFED UP

The lapse after non-participation of Porsche in the Grand Prix of Belgium paid off, for the chassis and other parts had been thoroughly checked and worked on. Porsche must have beefed up its cars. Of the three cars that did not stop, two were Porsches -- Gurney's and that of de Beaufort. The other was Maggs' Cooper.

The second works Porsche driven by Bonnier was handicapped due to gear-shift troubles which occurred when the Swedish driver blasted into rocks on the road while trying to avoid a collision with another spinning car. Other difficulties with the fuel system forced him to abandon in the 42nd lap of the 54-lap race.

Porsche added to its prestige also through the impressive showing of de Beaufort, driving the only 4-cyl., ex-Form. 2 racing car in the field of the most modern machinery.

### GUERNEY NOW TIED FOR FOURTH

Gurney's win moved him into a tie for fourth place in the world championship drivers' standings (complete standings to date on Page 3).

Ferrari lost ground because Maranello was not represented here today. The reason was attributed to an Italian metal workers' strike that has been on for several weeks. This prevented Phil Hill, the 1961 champ, from a chance of overtaking Graham Hill, BRM, who leads by two points.

Three different cars led before Gurney forged in front. Graham Hill was the early leader, but Surtees took over on the 3rd tour. Hill regained it shortly after.

Then Jim Clark led in the new Lotus 25. He was in front for two laps before the car broke down. Hill took over again, a lap ahead of Gurney. Hill's machine broke down in the forest, and Gurney grabbed the lead on lap 41.

### Results:

1. Dan Gurney Porsche	2:07.35 102.8mph
2. Tony Maggs Cooper	1 lap behind
3. Richie Ginther BRM	2 laps behind
4. Bruce McLaren Cooper	2 laps behind
5. John Surtees Lola	3 laps behind
6. Godin de Beaufort Porsche	3 laps behind
7. Maurice Trintignant Lotus	4 laps behind
8. Trevor Taylor Lotus	4 laps behind
9. Graham Hill BRM	10 laps behind
10. Joakim Bonnier Porsche	12 laps behind

## Volvos 1-2 In 8-Hour Race

LIME ROCK, Conn., July 7 - Rune Svensson of Englewood Cliffs, N.J., with Co-driver Art Tattersall of Seekonk, Mass., took the lead and kept it for eight hours in the Little Le Mans endurance race here. Except for two of the 369 laps, the winners, driving a Volvo 122S, stayed in front over a mile-and-a-half course, averaging a smart 69.

075mph for 553.5mi. It was a sweep for Swedish cars. Second, three laps behind, was another Volvo 122S, driven by Charles Cunningham of Brunswick, Me. and Jack Walsh of Haverhill, Mass., and third overall, first in FIA Class Five, was a SAAB, guided by Louis W. Braun, Jr. of Pompton Lakes, N.J. and Hal Mayforth of Burlington, Vt.



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BILL KRAUSE

## Krause Wins As Birdcage Holds Up

By JOHN F. KELLY, JR.  
Special to MOTORACING

OAKLAND, July 15 - The Birdcage Maserati that Bill Krause has been driving finally held up, and as a result the Long Beach, Calif. driver won here at the new Intl. jet airport. He averaged 92.8mph in winning the 38-lap race for big modifieds over a new 2.4mi. course.

A massive crowd estimated at 40,000 was on hand for races benefiting the Cerebral Palsy Assn. of Alameda County. They were sanctioned and directed by SF region of SCCA.

The feature was a one-hour time limit race.

In earlier races at Santa Barbara, Portland and Riverside, Krause had led in the Maserati, only to have it break down and pave the way for others to triumph.

Krause jumped into the lead at the first turn and then kept

Continued on page 4

### Vignettes

By Gus V. Vignolle

- Chat With Arleo
- Gurney's Great Win
- Oh Heavenly Peace

"The world will little note, nor long remember, what we say here." - Abraham Lincoln

I talked with charming ARLEO Gurney in Costa Mesa shortly after her husband Dan had won the French Grand Prix at Rouen recently. It was all she could do to contain herself, which was only natural.

Arleo was due to leave for Hoag Memorial Hospital in nearby Newport Beach any moment to have the Gurneys' fourth child.

Continued on page 3

## End Comes to Lengthy Feud

By GUS V. VIGNOLLE  
Editor of MOTORACING

One of the biggest rifts in the history of sports in the U.S. --- and certainly the biggest in So. Calif. --- was healed last week with the merging of those two archrivals of road racing, the California Sports Car Club (SCCA) and the L.A. Chapter of U.S. Sports Car Club (USAC).

The latter group was the former L.A. region of SCCA, which had its charter yanked from under it several months ago by the Westport Pharaohs, who then granted it to the Cal Club. The ousted group then formed the new branch as an affiliate of USAC.

The latest action was as abrupt and unexpected as the kickout of the former SCCA L.A. region.

While the mechanics of the amalgamation are being worked out, the Cal Club voted to throw its weight behind the Pomona races scheduled by USSCC at Pomona, July 21-22.

Only a few months ago, the Cal Club threatened to ban drivers competing in races at Pomona. Because of lack of entries and other reasons, the races were cancelled and this proved the groundwork for a State anti-trust suit filed against the Cal Club in Superior Court.

### MUCH CHEERING OVER THE MERGER

The merger has been hailed far and wide "as the best thing that could ever happen to road racing in So. Calif." The antagonism and feuding between the two clubs had been so bitter that many drivers and others have been deserting the sport in recent years.

One prominent and wealthy scuderia owner recently said: "I want no part of all these nincompoops. I am selling all my cars and getting out of this crazy deal."

For nearly eight years, the Cal Club and old SCCA had been at each other's throats, pirating race courses and scheduling races too close to each other. There have been bans, threats of bans, name-calling and, in general, the sport has suffered greatly from these antics.

Contrary to a belief in some quarters, the Cal Club is not swallowing up the smaller and less powerful rival. It was a mutual agreement to merge. Official action followed the passing of a resolution by the boards of both clubs.

In essence, the resolution, signed by the presidents of both clubs, D.D. Michelmore of the Cal Club, and Jim Peterson of USSCC, said the merging because "of the need of unity in sports car racing" into one club would take place as soon as possible.

A dual request for affiliation with both SCCA and USAC is being made, and the mechanics are now being worked out by a six-man board representing three from each group.

### THREE FROM EACH CLUB ON BOARD

Representing the Cal Club are Lew Spencer, chairman of the Contest Board, and Otto Zipper, both members of the board of governors; and Joe Weissman, onetime czar of the club who pulled out of active participation and recently returned to the scene to defend his old club as attorney in the suit.

USSCC's representatives are Lindley Bothwell, former SCCA regional executive; Dr. Chet Burgraff and Denny Shutes.

The two most bitter foes at the top level, Michelmore and Peterson, the heads of the two groups, have pulled out and relinquished their official positions "for the good of the sport." This move has been widely hailed by the general membership of both factions.

In a notice sent to all members from the Cal Club office, they were informed that since adoption of the resolution on the merger, the six-man interim board had met and voted (1) to dissolve the court suit, and (2) was unable to reach a decision on possible candidates for the seventh member of the board.

### ONLY ONE RACE ENTRY FEE

Additionally, the notice said there would be only one race entry fee for all members (this not affecting usual guest participation); all membership fees will be deposited in a joint trust fund; nominating petitions are available to members of both groups, with 20 signatures needed for candidates for the board of directors; there will be 11 persons on the board of directors, and counting of ballots will be handled exclusively by a firm of certified public accountants having no connection with racing; officers will serve a term through December of 1963; petitions proposing the name of the new club must contain 50 bonafide signatures; differences in rules used by both clubs in the past must be worked out among race chairmen, who will meet and submit their proposals to the board after Aug. 1, 1962.

A general membership meeting will be held Friday evening, July 27, at the Glen-Aire Country Club. There will be a discussion of

Continued on page 4



## Letters to MotoRacing

### RESUMING THE CALENDAR

I enjoy your paper very much. It has good coverage. One thing I would like to see added is a boxed calendar just giving the dates and places of coming races, say for about two months ahead. This could be placed on Page 1 with a strong black and white heading like VIGNETTES.

Enclosed you will find my check for a three-year subscription.  
JERRY GASTON  
Santa Ana, Calif.

*Editor's Note - For seven years we ran a calendar, and only recently dropped it. There were so many events, it was becoming unwieldy. We are resuming it very shortly, listing West Coast and Intl. events and some of the major US races.*

\*\*\*

### A STRONG PROTEST

I protest very strongly on the pictures in your June 1 issue of the BMC class G Genie.

Unfair. They have a real fine car in the Genie. Joe Huffaker and crew have done real well in building this car as well as the two Juniors. I feel this you have to admit. Odds are against them labor costs for damn sure. Still they build and sell for far less than others in their class that are imported. Parts are available and will remain so. Their cars are almost always up in the races.

I'm also sure BMC isn't exactly a whirlwind outfit that will be out of business soon. I feel they rate your support and you sure hurt things when you print a picture of the Genie flipping without explanation. Jack Flaherty is one of the better pilots in the country. He doesn't flip one from over-

driving. Of course, if someone else on the course gets out of control as they did (at Laguna Seca), don't say anything about the wildman.

No, don't put down BMC, a fine racing crew with good drivers, and their big supporter, who lost about 10 grand on this one week-end.

That's a bad rap to sales of this car. Your pictures are good, but that flip job is out, especially when it was out of their control. Use your head. BMC dealers support your paper. They support your races and many things.  
GORDON O. VANN  
Berkeley, Calif.

*Editor's Note - Last things first: the BMC dealers who support MOTORACING you can count on the two fingers of one hand (Nick Pastor and Chic Vandagriff), plus Hambro Distributor. Nobody from up your way. And advertising isn't what influences the editorial policy of MOTORACING. That's why we're still struggling instead of affluent. Those were good pictures of the development stages of the Genie, and of the car flipping in its first out. We mentioned that Flaherty escaped unhurt. We did not say he is not a good driver; nor did we say the Genie is not a good car.*

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### WELL, SHE'S BACK AGAIN

I enjoyed Lee Adrain's ECONOMY CAR NEWS column very much in the last issue, but at the same time I missed Marguerite Cook. Mr. Adrian mixed it up more (was that an honest photo

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of him?), but I think he should not have tried to be funny. Interesting reading does not have to be funny.

Marguerite Cook writes a very sober column and does not seem to strive for levity. I think this is better. She gets to the news in a hurry. Only one thing - I wish she didn't write so much on Volkswagen. Is she a VW stockholder?

MARION A. WELTON  
Chicago

*Editor's Note - Miss Cook is back on Page 2. That was an honest shot of Mr. Adrian, who will fill in from time to time for vacationing staffers. Sorry about the VW bit - check the column in this issue.*

\*\*\*

### BRUMOS EXPANSION

I'm enclosing my personal check for \$4 to cover the cost of a subscription to MOTORACING for a very good friend of mine, Mr. Francesco Burgisser . . . I know he'll enjoy reading the country's leading sports car newspaper as much as I do.

I don't know if you can use any new developments about Brumos Porsche Car Corp. (which, as you may remember, is the Porsche importer-distributor for seven southeastern states); but if it's worth a mention Brumos has taken on (as a dealer only) Ferrari, BMW, Facel Vega, and Lancia. They are the only dealers for these marques anywhere in the area. These cars will be sold only through Brumos Porsche's retail outlet in Jacksonville.

Incidentally, have you heard about the new MGB and MGC-100 yet? If not drop me a card - I have some straight poop from the mother country.

BRUMOS PUBLIC RELATIONS  
JOHN F. MCLEOD  
Jacksonville 6, Fla.

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### APPRECIATES PLUG

Thank you so much for the wonderful plug in your June 22 issue. We certainly appreciate all that you have done in the past and all that you are doing for

Continued on page 7

## Imported Passenger Car Registrations for Calif.

JANUARY thru APRIL 1962

	Calif.	%	NORTH	%	SOUTH	%
1. Volkswagen	8791	54.5	4105	61.5	4686	49.4
2. Renault	999	6.2	209	3.1	790	8.3
3. Volvo	913	5.6	395	5.9	518	5.5
4. Triumph	517	3.8	263	3.9	254	2.7
5. MG	570	3.5	248	3.7	322	3.4
6. Austin-Healey	556	3.4	260	3.9	296	3.1
7. Jaguar	461	2.9	169	2.5	292	3.1
8. Mercedes Benz	423	2.6	152	2.3	271	2.9
9. Fiat	379	2.3	109	1.6	270	2.8
10. Porsche	355	2.2	160	2.4	195	2.1
11. Metropolitan	285	1.8	75	1.1	210	2.2
12. Simca	252	1.6	38	.6	214	2.3
13. Sunbeam	239	1.5	69	1.0	170	1.8
14. Hillman	199	1.2	42	.6	157	1.7
15. Peugeot	183	1.1	57	.9	126	1.3
16. Alfa-Romeo	180	1.1	51	.8	129	1.4
17. English Ford	104	.6	45	.7	59	.6
18. Morris	70	.4	48	.7	22	.2
19. Citroen	68	.4	23	.3	45	.5
20. Austin	55	.3	34	.5	21	.2
21. Lotus	52	.3	13	.2	39	.4
22. Datsun	49	.3	7	.1	42	.4
23. Borgward	34	.2	16	.2	18	.2
24. Rover	34	.2	12	.2	22	.2
25. Auto Union	29	.2	3	.1	26	.3
26. DKW	29	.2	6	.1	23	.2
27. Toyopet	29	.2	3	.1	26	.3
28. NSU	28	.2	14	.2	14	.2
29. Facel Vega	22	.1	1	.1	21	.2
30. Vauxhall	18	.1	6	.1	12	.1
31. Daimler	17	.1	9	.1	8	.1
32. Rolls Royce	15	.1	5	.1	10	.1
33. Pegaso	11	.1	2	.1	9	.1
34. Prince	11	.1	10	.1	1	.1
35. Morgan	10	.1	4	.1	6	.1
36. Hansa	7	.1	2	.1	5	.1
37. Opel	7	.1	4	.1	3	.1
38. Lanchester	6	.1	2	.1	4	.1
39. Panhard	6	.1	-	-	6	.1
40. BMW	5	.1	-	-	5	.1
41. Misc. (5 or less each)	44	.3	9	.1	35	.4
TOTAL	16162		6680		9482	

(Courtesy MOTOR REGISTRATION NEWS OF CALIF., Oakland 6, Calif.)



## Economy Car News...

By MARGUERITE COOK

Up until 1948, British Military government officials did their best to give away a faltering German automotive industry located in the British zone. Its plant was offered to any Allied government, but none wanted it. Automotive experts representing the British motor industry even scorned the opportunity to take over the vehicle designs for use on English vehicles.

Among other things, they reported "the vehicle does not meet the fundamental technical requirements of a motorcar . . . (it was) too ugly and too noisy . . . (and would) remain popular only for two or three years, if that. To build the car commercially would be a completely uneconomic enterprise."

The experts concluded that there would be "no undue economic competition on the world market against British products" if the company and its car were returned to the Germans.

Even in 1948, there was a last ditch attempt to unload this "white elephant" on the Ford Motor Co. as a European subsidiary. Its director, whose qualifications included being a pre-war executive in GM's Germany subsidiary, the Adam Opel Co., was invited to a meeting in Cologne with HENRY FORD II. Young Henry couldn't make up his mind and finally turned to his father's famed strong-arm man, ERNEST BREECH (also board chairman), for the latter's opinion.

### 'NOT WORTH A DAMN'

Decided Mr. Breech emphatically, "I don't think what we are being offered here is worth a damn."

And so it was that HEINRICH NORDHOFF was allowed to continue to rebuild the shattered Volkswagenwerk in Wolfsburg, and to make the British and Ford

(remember the Cardinal?) rue their decisions.

We devote so much space to VW that we hadn't intended to mention it in this particular column; but we received a copy of "He Built the Boom in Beetles," an interview with Heinrich Nordhoff, originally published in TRUE magazine (May 1962). The story, as told by writer CHARLES N. BARNARD, was so fascinating that we could not stop reading until we had finished.

It is true that the Russians, who had originally refused the badly-bombed VW plant as a war reparation, did change their minds, also in 1948, when the plant was returned to the Germans. Instead of dismantling the plant (as would have been done in reparations), they suggested, why can't we just move the border a few kilometers to the west and then Wolfsburg will be in our zone?

This suggestion was refused, more for geographical and political than economic reasons.

Writer Barnard likens the decision of Nordhoff to introduce the new VW 1500 to that of Henry Ford's decision to replace the Model T with the Model A. While the familiar beetle is the "Porsche" VW, the 1500, he states, is the "Nordhoff" VW.

Meanwhile, total VW sales in this country for the first six months of 1962 amounted to 113,261 vehicles, according to VW of America, Englewood Cliffs, N.J. This is a 17.8% increase over the 96,170 new VWs sold in the same period a year ago. VW plants begin producing 1963

Continued on page 7

**VALVOLINE**  
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## Vignettes

BY GUS V. VIGNOLLE  
NINE OF 17 CARS BROKE DOWN,  
BUT GURNEY'S PORSCHE HELD UP

Continued from Page 1

As a matter of fact, after Dan won in France, the wire services quoted him as saying that his first major European victory was all the greater because it came on the day his wife was expecting their baby.

Dan called her shortly after his big victory. He had some interesting things to say about the Flat-8 Porsche that many people were beginning to give up on. The car still had much left in reserve. Dan said the Porsche was "rugged and dependable."

The importance of that last statement was realized later when the stories on the Grand Prix of France began sizzling across the Atlantic. The course was miserably rough. Elsewhere in this issue you will read that of 17 starters, only eight finished.

Let me interrupt the Dan-Arleo conversation here to say that Porsche was beginning to feel just as gray over the way things had been going with the new Flat-8 in Europe as we in So. Calif. have known the color of the VON NEUMANN and ZIPPER German jobs.

Let's face it - up until now Porsche had been unable to get going under the Grand Prix tent. JOAKIM BONNIER got a 7th at Zandvoort. Then the seam was that Porsche was going to pull out. At the last minute, Gurney got a call at Indianapolis that they had one of the new 8 cyl. jobs ready for him at Monaco. They busted into his rear-end, and in a couple of jiffies he was oh-you-tee.

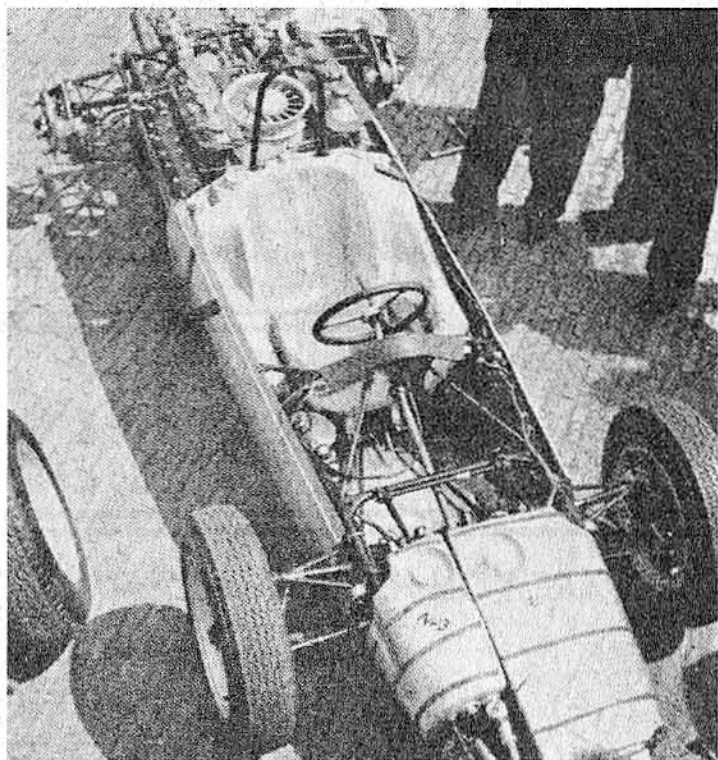
Porsche's stand continued obscure and talk was getting around to the Germans pulling out of Grand Prix racing. Said AUTOSPORT about this time: "... Surely there is sufficient technical know-how in Western Germany to carry the development of this interesting design through to a logical conclusion? Both Porsche and Ferrari seem to be having troubles in the 'direction' departments, which could no doubt be sorted out to the advantage of both concerns."

Then came the Grand Prix of Belgium at Spa, and the Porsche factory pulled out. Were they giving it up? By now everybody was talking - even over here, where most of the yokels don't know their keyster from third base.

### For 10 Days Porsche Worked and Worked

Quick switch back to what Dan communicated to Arleo on the oobtay: for 10 days after LeMans, Porsche took the car to Nurburgring. They worked and they worked and they worked. You have to understand the German temperament to get the impact of this. One day they ran the car 15 laps, or the distance of a full Grand Prix. Arleo didn't tell me, but I have heard that during this spell Porsche set a new lap record for Nurburgring.

Then came Rouen to bust up the British, whose eternal nationalistic fervor had them going phrood after BRM at Zandvoort (GRAHAM HILL), Cooper at Monaco (BRUCE MC LAREN), and Lotus at Spa (JIM CLARK).



NEW PORSCHE---Here's the air-cooled Flat-8cyl. car Gurney drove to victory at Rouen. Independent wishbone suspension all round employs longitudinal torsion bars with ride height adjustment and inboard mounted shock absorber. (Photo courtesy SPORTING MOTORIST)

Although suffering from a bad cold, Dan couldn't help expressing his joy when he talked with his wife. He was quite worried about the baby. By the time you read this, the latest bambino probably has been born. Their other children are Johnny, 7; Lyndee, 4 1/2; and Danny, 13 months. "This one is it," Arleo told this pamphleteer.

Dan is due back July 23 and plans to race at Indianapolis Park on Sunday July 29.

Nine of the 17 cars broke down at Rouen, and I think the simple, layman's explanation provided by BOB DALEY in the NY TIMES was perfect. He said the manufacturers came with insufficient knowledge of the course, which hadn't been used for a Grand Prix since 1957, and they didn't know what parts to beef up. Daley tells you how a rough road can raise hell with a machine:

### Damage Comes When the Wheels Touch Down

"The road surface here is asphalt as far as the hairpin, then cobbles in the hairpin, then asphalt again uphill out of the hairpin. Later is another right-angle turn over cobbles.

"Even asphalt is not too smooth, and the race cars, which were

Continued on page 7

# FORD SPORTS CAR!

## Troutman And Barnes Build Secret Auto

BY GUS V. VIGNOLLE  
Editor of MOTORACING

Ford had said it was abandoning the Cardinal after dumping millions into its development.

This was the ultra-small Ford that was to go after the market that Volkswagen is cornering by the hour.

But the Cardinal is not dead completely.

It's strictly hush-hush and Ford is not saying a word about it, but a sports car version of the Cardinal is being built today right here in Culver City, Calif., by those master race-car builders, Dick Troutman and Tom Barnes.

Both are committed to secrecy. They were their usual courteous selves, but could say absolutely nothing as I watched them hard at work on the thin tubular frame of the prototype.

They couldn't even say who they're building the car for, but on an adjoining table was a stack of huge blueprints about four feet long. These plans were not the work of any backyard builder of hybrids.

Dick Judy, head of the Ford public relations office here, said he knew nothing of the project. By some bird-dogging, I was able to come up with some information, most of which should turn out to be correct.

Ford gave the job to Troutman Barnes because of their success when they were hired by Lance Reventlow to build the Scarab sports cars in 1957, and subsequently with the Chaparrals.

They have been working on this new deal for about one month.

The little engine is a V4 of German manufacture with a displacement of about 1500cc. This is not a popular size for big-time sports car racing, so it is difficult to assume that Ford would go into the sport with this kind of a machine, although it already has pulled out of the anti-racing Detroit pact.

The V4 German engine that was to go in front of the Cardinal, which was to be a front-drive machine, is now in the rear of the new car.

The tubing is much smaller

## WORLD ROAD RACING DRIVERS' CHAMPIONSHIP

Driver, Car & Country	1	2	3	4	Total
1. Graham Hill, BRM, Gr. Br.	9	1	6	0	16
2. Phil Hill, Ferrari, USA	4	6	4	0	14
3. Bruce McLaren, Cooper, New Zeal.	0	9	0	3	12
4. Jim Clark, Lotus, Gr. Br.	0	0	9	0	9
4. Dan Gurney, Porsche, USA	0	0	0	9	9
5. Tony Maggs, Cooper, So. Africa	2	0	0	6	8
6. John Surtees, Lola, Gr. Br.	0	3	2	2	7
7. Trevor Taylor, Lotus, Gr. Br.	6	0	0	0	6
8. Lorenzo Bandini, Ferrari, Italy	0	4	0	0	4
8. Richie Ginther, BRM, USA	0	0	0	4	4
9. Giancarlo Baghetti, Ferrari, Italy	3	0	0	0	3
9. Ricardo Rodriguez, Ferrari, Mexico	0	0	3	0	3
10. Joakim Bonnier, Porsche, Sweden	0	2	0	0	2
10. Carel G. de Beaufort, Holland, Porsche	1	0	0	1	2
11. Jack Brabham, Lotus, Australia	0	0	1	0	1

Key: Race 1, Grand Prix of Holland; 2, Monaco; 3, Belgium; 4, France. Points: 1st, 9; 2nd, 6; 3rd, 4; 4th, 3; 5th, 2; 6th, 1. Next world championship race: Grand Prix of Great Britain, 21 July.

## Unser Again Connell Takes At Pikes Peak Garnett Race

COLORADO SPRINGS, July 4-Bobby Unser of Albuquerque, N.M., won the Pikes Peak Hill climb for the fifth straight time Wednesday by driving his racer up the winding 12.42mi course in 12m50.8s.

Bob Donner, Colorado Springs, Porsche won his second straight small (2000cc) sports car title in 14:23.3. Ak Miller, Whittier Cal., won the unlimited sports car crown in 14:29.3 in his Olds Spl.

Curtis Turner of Charlotte, N.C., won the stock car competition, steering a Ford in 14:55.5.

than on the Chaparral, but not as intricate nor as voluminous as on the Birdcage Maserati. Weight of the frame probably will be within 100 lbs. of that of the Chaparrals now being raced by Jim Hall and Harry Heuer.

Body mockup will be of fiberglass, and when it is completed, it will be a Ford street sports car, or a Grand Touring 1500cc sports car. Some may even call it a new Ford compact.

We are waiting for Ford to come out with something official, because Dick Troutman and Tom Barnes can't say a word. They're sworn to complete secrecy.

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## Frank Mason Joins MOTORACING Staff

MOTORACING is adding Frank Mason to its staff.

You've been reading his stuff in these columns, occasionally with a by-line, for several months. Here at the publisher's desk his articles have been welcome - mainly because they need no editing, correcting, further research or verification. We can print what Mason writes the way he writes it.

No shrinking violet, he. He says he is a successful writer, basing his claim on the fact that he's been pounding a keyboard for more than 40 years and all that time has made his living at something else. "I write because I can," he says, and adds, "conceit conceded."

Although he keeps diligent track of Concours d'Elegance matters in all parts of the world, he will comment in his MOTORACING articles on other aspects of motoring and the fads, fallacies and foolishness of motorists. He will pad no punches, cushion no kicks, and make no effort to avoid offense. Nobody here has any mild opinions and we put our views and prejudices in plain language even when we know we are treading on tender, tiresome and timid toes.

That's MOTORACING and we think Frank Mason will fit in.

Frank has some reason for posing as an authority on Concours d'Elegance. His "square TC" is known internationally as a photog's favorite and a subject for artist's sketches. It has won more than 50 trophies for elegance and is a spectator's item wherever shown. Mason was first winner of the Strother MacMinn perpetual concours trophy, to be



FRANK MASON

awarded annually to the one who has contributed most to the improvement of Concours d'Elegance in So. Calif.

He has chairmanned many shows and judged at major concours at Beverly Hills, Fashion Square, Palm Springs, Pebble Beach and other places. During his 10 years as an active member of the Long Beach MG Club, he has contributed articles each month to the SPOKESMAN, club newsletter. He is a charter member of the TC Motoring Guild, which is now affiliated with the Long Beach MG Club.

We present Frank Mason, new member of the staff. When you don't like his stuff, for heaven's sake, say so. Don't just sit there. Put your objections in printable English. Short signed letters will be printed when and if we have space.

SUBSCRIBE TO MOTORACING

## LEE ADRIAN SAYS--



According to a leading London magazine, British sports car makers are not happy about introducing new models at the annual New York show. New Yorkers, they say, don't know a TR4 from an SKE, and since the bulk of sports car biz is done in California, that's where first showings should be made, a spokesman for the industry insists.

In 1961 enough imported cars came into So. California, through the ports of Long Beach and Los Angeles, to create a bumper-to-bumper traffic jam approximately 99 miles long.

Specifically, 17,850 cars, carrying 44 different brand names, were landed at Long Beach in 1961. Some 15,500 more came into Los Angeles.

(That's more than 33,000 new owners in one year who should subscribe to MOTORACING!)

## Krause Wins

Continued from page 1

his foot in it for the complete 91.2mi. During Saturday's qualifying five-lapper, Krause had slowed down coming up the main straight, thinking he had lapped Sturgis and allowing him to pass. He was horrified to see Sturgis receive the checker by four car lengths.

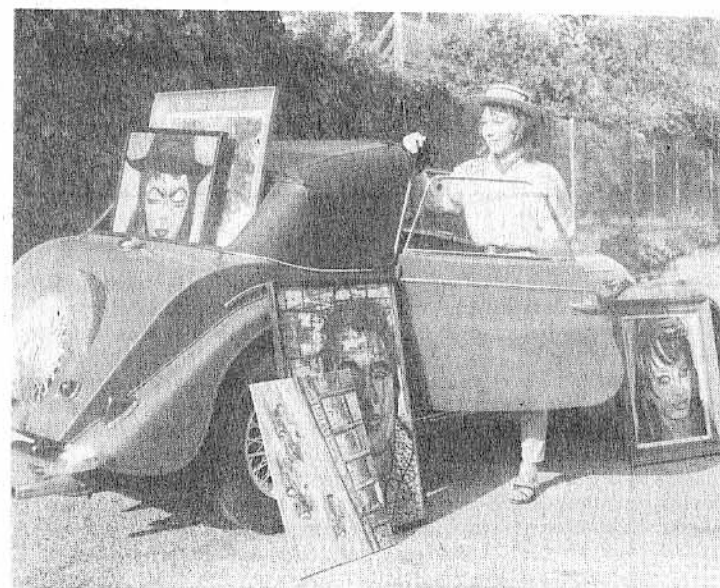
Ted Petersen, Costa Mesa, took third today in the ex-Dave Ridenour Costin-Lister-Jaguar. Dan Prades, Oakland, Birdcage Maser, had been in third spot and appeared to have it made when he coasted up to the finish line with a dead engine and four laps to go.

Both Krause and Prades had identical trap times of 138mph on the smooth 3700ft. straightaway. Top trap honors went to Peter Culklin, Cloverdale, in the ex-Chuck Porter Mercedes-Corvette. Now sporting a new and much-breathed-upon Chevy powerplant, he clocked 150.2mph through the traps.

Winning fourth and fifth overall and taking Class G were two BMC Genies driven by Jack Flaherty, Monterey, and Art Snyder, Gardena.

Jack Dalton, Berkeley, drove the BMC Mk 3 Form. Jr. 111.5 mph through the traps, held off Ed Leslie's Gemini for the first 17 laps, minus a couple when Leslie was in front, and finished 26s in front of Harry Martin, Jr., Corte Madera, Lotus 22, in the Form. Jr. event. Third was Ray Seher, Reno, in a Lotus 20. Leslie dropped out with engine problems after 17 laps.

The storming big-bore production saw several leaders involved in a see-saw battle that confused everybody, especially the track



PAINTER TRUDI PHILION of Hollywood packs some of her works in her new Morgan Plus 4 drophead coupe sports car after a recent exhibit. She is now working on a series of paintings of formula and sports cars, one of which is seen in the foreground. They will be displayed at Lew Spencer Imports in West Los Angeles. (Photo by Lee Adrian)

## Special Extra! - - - Cal Club and Ex-SCCA Group Merge at Last! ! !

Continued from page 1

the merger at that time, and trophy awards for the Pomona races will be made.

In order to avoid misunderstandings while working out delicate details on the merger, all official announcements will come in the form of releases decided upon by the interim six-man board of three members from each group.

(Read VIGNETTES on Page 7 for comments and some of the background activity that led to agreement on the merger.)

announcers, as to the outcome.

Joe Freitas, Fontana, eventual winner in his Corvette, at one point was completely out of his car pulling away fibreglass and hay, the result of a misjudged turn.

At the start, Elmer "Red" Faris took the lead, followed by Paul Reinhart, Oakland; Freitas, and Dave MacDonald. Three Class A Corvettes and Reinhart's Class B machine, Don Wester, Monterey, Porsche, followed at a respectable distance.

MacDonald's Corvette blew a tire and lost a lap in the pits replacing it. Reinhart's Corvette also threw a tread. MacDonald came back on the course just as

the leaders thundered past and most assumed he was in front when he passed Faris, the previous leader.

While all this confusion reigned Wester was actually in front and it was Freitas who caught him after his repairs and finished 34s in front of him. Somehow MacDonald was placed third and Reinhart fourth.

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## THOMPSON BREAKS WORLD RECORD

MARCH AIR FORCE BASE, July 15 - Mickey Thompson broke one world and seven national records here today, driving a streamlined race car and a 1962 Pontiac with a 421 cu. in. engine.

In the "Attempt" racer, powered with a small 180 cu. in. all-aluminum supercharged engine, Thompson averaged 112.088 mph for one kilometer from a standing start to better an international Class D record made 23 years ago in Germany by Rudy Caracciola in a Mercedes. To attain this average, Thompson reached a peak speed of 235mph before the rear end locked, sending him into a dangerous slide. Even with tires skidding across the finish line and his parachute

in full blossom to correct the skid, his average was still good enough to break the record.

In the Pontiac, the 34-year-old automotive consultant to Harvey Aluminum set a two-way one kilometer standing start record of 90.548mph, a new one-mile standing-start record of 105.135 mph, and five other American records for stock cars, including new flying kilometer and flying mile marks averaging over 150mph.

The racer was equipped exclusively with Harvey Aluminum forged products, including new development components under test and parts in production, such as rods, pistons, clutch plates, and pressure plates.

The "Attempt," which produces 550hp, was equipped with experimental racing slick treads specially made for Thompson by Goodyear Tire and Rubber Co.

According to 1962  
SCCA Regulations

### ADVERTISEMENTS ON AUTO

No advertisement or trade sign shall be distributed from or carried on any automobile during any competition. This rule shall not apply to the manufacturer's usual name plate, transfer or other device normally attached to, engraved or stamped on cars sold by them to the public.

\*\*\*

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By FLAVIO ST. GERMAIN

CARROLL SHELBY and staff have moved their entire facilities from Santa Fe Springs to the expansive quarters formerly occupied by LANCE REVENTLOW at 1042 Princeton Ave., Venice, Calif. This will be the new Hq. for the Shelby Driving School, his AC Cobra, Goodyear racing tires, sports car accessories and other projects he's undertaking. . . . Incidentally, SPORTS ILLUSTRATED recently did a terrific yarn on Shel's school, among the photos being aide PETE BROCK at the blackboard. . . . Already in Mexico for the country's biggest rally, the annual 24-Hr., staged by the French Auto Club of Mexico, are BOB MC KAY and BOB SCHNEIDER of So. Calif. . . . They are co-drivers in a Corvette, the same marque the former drove in last April's 2000 mi. Centroamerica-Mexico rally. . . .

Recent addition to top driver LEW SPENCER, Cal Club Contest Bd. Chm., and his wife FAITH: a girl, JILL. . . . Attn. C. SHELBY: TETTA TURNBULL RICHERT is aching to buy an AC Cobra in Honolulu; so is some other islander. . . . LES RICHERT of Riverside Intl. Raceway, which strangely is waking up, reports a \$35,000 bridge (so people can get to the infield) may be ready by the LA TIMES GP this fall. He also said progress is being made in developing a 12-Hr. race for next spring. Other plans: a 12-Hr. stock car race and a USAC 500-miler. . . .

ARMANDO SILVESTRE, talented Mexican actor and Corvette pilot, has moved from

Mexico City to Hollywood and may soon be in action in local races. He also raced an Abarth in Mexico. . . . JOHNNY MC-LAUGHLIN, the popular Duarte bike rider and sports and formula car driver, who suffered serious head injuries when he crashed last May at Santa Barbara, is up and around and as active as he always was. His many friends were happy he finally heeded doctors' advice and held out of the recent Riverside races. . . . DUSTY BRANDEL, the sports car scrivener, flies soon on her vacation to Honolulu and the islands surrounding Oahu. . . . MIKE HAMILTON is trying to induce leggy GLADIS CHECA, the Cuban fireball, to take up sports car racing. . . . JOYCE MORGAN had many of the sports car set at her Hollywood kiosk for a swinging soiree the other night and ayem. . . .

JAN ROBERTS, secy of the Women's Sports Car Club, driving a '62 Monza Corvair, flipped at 75mph on the highway near Santa Maria the other day. Fortunately, she escaped with only bumps. . . . JAN DETRICK, president of the club, gave birth to a boy last week. . . . DR. LEON BECKER of San Jose, who used to race Form. 3 cars here, plans to return to So. Calif. racing soon. Ten LA area youths have been named winners in Ford's Thunderbird styling contest. They were LOUIS ARNOLD, KIT HOLMES, DAVE GOELZ, LINCOLN CAMPBELL, MARK POPOV, MIKE GIRTH, JOE FUCHS, RICK LOS, JIM DALLMEIER and KERN COPELAND. . . .

## 'Quotable Quotes'

### ACCIDENTAL SPEEDING

If you are like the many thousands of conscientious law-abiding citizens who do not deliberately speed, you will want to own a Radar Sentry. No one deliberately speeds, but sometimes it happens unconsciously! With a Radar Sentry clipped to your sun visor, you will have your own personal radar warning unit. Local municipalities are required by law to pose "Radar Controlled" signs where speed meters are used to clock your driving speed. Radar Sentry accomplishes the same purpose in giving you a warning that your driving is being observed. It is a law that you cannot be entrapped and you have the RIGHT to know when this is happening. - (RADAR-TRON Press Release)

## Ford Donates Auto Equipment

Ford Motor Co. donated automotive equipment to 29 schools in California during 1961. Nationally, the company donated 370 pieces of automotive equipment to 28 colleges and universities and 185 high schools in 40 states during the past year.

Ford and its dealers have for many years made engines, transmissions and other parts available to high schools for use by students in shop mechanics courses and to universities and colleges for use in training engineering students.

Since 1957, Ford has donated equipment for training to more than 1,000 schools.

Sports car drivers are generally less mature than drivers of other cars and they often doubt their manliness. This lack of maturity shows when sports car drivers race through traffic to give outlet to their aggressive feelings. --- Psychiatrist Jerome M. Kummer, Santa Monica, Calif. \* \* \*

The concrete floor hurt my back. --- Reason given by a waitress for quitting her job (overheard). \* \* \*

At the June 24 meeting of the officers of the Nebraska region SCCA, it was decided that, as of July 1, all members shall have 90 days to install seat belts in their cars for both driver and navigator for both rally and gymkhana events. New members will be given two events' interim in which to comply with the above requirements. - Nebraska Region Newsletter.

### LOTS OF PARTS

About \$15 million worth of spare parts are kept in factory and distributor stock in this country for BMC cars.



STARTER WAYNE HUFFAKER gives an enthusiastic green flag to the big production field at Salt Lake July 8. "Red" Faris (1st row center) took an exciting win by inches over Paul Reinhart. Bill Sturgis won the feature race in a Cooper Monaco. (Photo by Martin Zwick)

## Sturgis Cooper Monaco Easy Winner at Salt Lake

BY JOHN BROPHY  
Special to MOTORACING

SALT LAKE CITY, July 8 - Bill Sturgis of Gardnerville, Nev., zoomed to an easy triumph in his brand new Cooper Monaco in the modified main of the 6th running of the Great Salt Lake Road Races. The veteran Nevada pilot lapped the entire field with the lone exception of Salt Lake's John Brophy, in a Devin SS, who finished 2nd overall and 1st in C Mod. Third was Steve Harris of Salt Lake in a D-Jaguar.

Sturgis was timed in 25m32-s for the 15 laps over the 2.7mi course. He won by 1:20 and had fastest lap of 1:37.

An expected thriller between Sturgis, last year's winner Ak Miller and Bill Sherwood in a Ferrari-Corvette failed to materialize as Miller broke a half-shaft on the 1st lap and Sherwood popped a pinion gear early in the race. The three were within seconds yesterday, with Sherwood getting the nod by inches over Sturgis.

The highlight of the PCC divisional meet was the big production race, as Red Faris, in an Ap Corvette, and Paul Reinhart, in a Bp Corvette, kept the crowd cheering with a spirited duel throughout the entire 15-lapper. Faris displayed his best driving to date. He never made an error,

and covered the 15 laps in 26m6s. He beat Reinhart by 1s.

Ronnie Bucknum also amazed the crowd as he pushed the Hollywood Sport Cars 3-liter Austin-Healey to a win in class D and was constantly harassing the 3rd and 4th place Corvettes. Charlie Gates, in a Triumph TR-4, took the nod in E production.

Other class winners for the fun-filled weekend included:

Fp, Jerry Titus, LA; Sunbeam Alpine; Gp, John Rose, Salt Lake, AH Sprite; Hp, Brian Bechtel, Salt Lake, Sprite; GT Small Sedans, Ralph Bowyer, Salt Lake, SAAB; Gm, Bill Hinshaw, San Francisco, Elva; Hm, Dr. Schoen, LA, Lotus-Abarth; Form. Jr, Tim Collins, Denver, Cooper (10 laps, 17:31).

Over 100 entries, ideal and hot weather and a 3000-plus crowd made the affair a success for the YMCA Building Fund.

## BRITISH MOTORS BACKGROUND

British Motor Corp. Ltd., was formed by amalgamation of Austin Motor Co. and Nuffield Ltd. (MG, Morris, Riley, Wolseley) 10 years ago. Now its 18 factories and home establishments produce nearly 40% of all cars made in the United Kingdom, nearly 110,000 of these Austins, Austin-Healeys, MG's, Sprites, and Morris cars were sold in No. America during the last two years.

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### Dick Rydel's AUTOSPORT

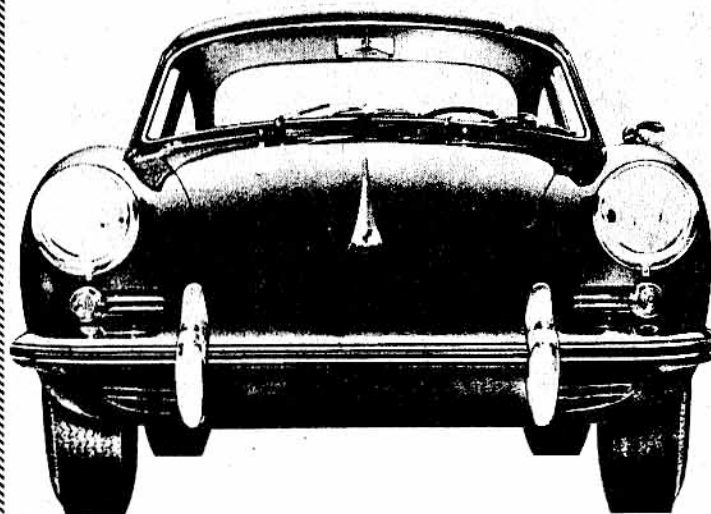
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# RALLY ROUND

BY ISABEL HAAS

## Our Rally Columnist Has a Good Point

For some time, I've been conducting a one-woman campaign against clubs who bill their rallies as being x hours long, then come up with the excuse (when the rally is much longer) that "we meant x hours of driving". The latest offender in this is Garden Grove FCCA, and they're being used as an example because they are the latest.

The brochure stated that the rally was approximately 175 miles long and would finish in the Orange County area about six hours later. As it turned out, the rally was almost 225 miles long, and lasted nearly 8 1/2 hours. When I mentioned the discrepancy to Rallymaster Bob Cook, he replied that they meant it was about six hours of driving. If that's what they "meant", why didn't they say so in the first place? Why not say that the overall time would be about nine hours? They expect people from outlying areas to attend their rallies, but it seems to me that if they want them to come back, they could be more accurate or more honest. Too often a rallymaster will find a pet road or gimmick to use on a rally, and come hell, high water or the big blizzard, he's going to use it, even if it means driving through bumper to bumper traffic on a main highway to get to this one little goodie.

It's only courteous to inform potential customers of the overall time involved, and certainly doesn't give away any information, any more than telling where the finish will be does. And that's another point that annoys rallyists who rally together, but live in opposite ends of the County. A rally that starts in Westchester and ends in Norwalk poses enough problems for driver and navigator who live in two other directions, but when the sponsoring club gets cute and refuses to tell where a rally ends ("we want it to be a surprise"), the only solution is to find another rally to run or stay home and beat the kids. Maybe if enough people stayed away, the message would get through to them that something is amiss.

Clubs seem to forget that for

the most part, they're financially dependent upon outsiders, and have a tendency to treat their paying guests like poor relations. There are clubs which are still giving trophies three or four deep to members, and maybe only one or two to guests, regardless of the number, and in most cases, guests outnumber members by some considerable. If a club doesn't want guests, they should keep the events closed.

Another beef I hear constantly is that it takes several weeks for some clubs to send results out to participants. There is no excuse for this, and all the verbal fumbling and buck passing one gets from rallymasters as to why it was just impossible to send them out is just so much hogwash. True, the chore of results is a letdown after the fun of putting on a rally, and somewhat like having to do dishes after a party, but it has to be done, so why not do it immediately? Believe me, it is appreciated. Paul Wexler and I sent results from sfDrc's "Guy Fawkes" rally out the day after the rally and some 20% of the contestants called to say thank you for the prompt service. Rallyists aren't stupid and they have long memories. Clubs who wonder why their attendance is small may find the solution in their treatment of the people who support them.

## AVANTI PRODUCTION GOING FULL BLAST

SOUTH BEND, Ind., July 8 - Official start-up of production of Studebaker's new Avanti began here today.

Sherwood H. Egbert, president of Studebaker Corp., who conceived and sketched the original lines of the car on a flying trip to California in March last year, said "the Avanti is a real move forward for Studebaker and has gone over beyond our fondest dream." He described the Avanti as a car that "has created a real plus image for both Studebaker and the City of South Bend."

Despite the fact that the factory has yet to solicit its first order, the backlog of "sold Avantis" already has reached a point where Studebaker is taking steps to double production by November, Egbert said.

"By the end of August we will have delivered between 1,000 and 1,250 Avantis to our sales organization," Egbert said. "and starting in September we will increase production weekly until December, when we are aiming at 1,000 assemblies per month."



## Slalom Column

By DENNIS MCCOSH

ROCA, the club which sponsored last year's top rated Championship slalom, hosted 112 entries at its Try It Once Championship Tralom on a small lot in Wilmington. The event, composed of two laps for each of two runs, was conducted on a rather tight course which was defined by almost solid lines of pylons. This meant that when a driver got a bit too loose in a corner (not difficult to do) the result was not the usual 10s penalty for a pylon but a 30 or 40s penalty for three or four pylons. Many people had a larger penalty than their course time.

The course was ROCA's only major problem during the day with the ancient timers working well, the tech inspection adequate, and organization excellent. The run group system aided by the low entry, worked well except that some people did not realize the system was in use when they signed up.

HOLLIS MOYSE (SDAD-Porsche) wiped out all comers to take top time overall, just under 1s ahead of second place LEE KELSO (PSCC-NSU Prinz). MAL DOHERTY (GFCCA-Austin-Healey) placed third, WALT HARPER (POC-Porsche) fourth, and WALLY REED (SCMG-MGA) fifth, one hundredth of a second behind Harper.

The event marked the first slalom appearance of a 4/4 Morgan (MIKE EVANS -PSCC), a Ferrari coupe (BILL VINCENT-JOC) (an unofficial run), and a woman entry in class G (NANCY BEAUCHAMP-PSCC) a Volvo.

The Riverside races, a slalom in Garden Grove, and the tight course all had a part in cutting down the number of entries.

### ROCA TROPHY WINNERS

CLASS A (14)  
1. E. Kamiya Fiat-Abarth NRSCC 78.22  
2. W. Stone Renault Alpine PSCC 78.59

CLASS B (9)  
1. D. Newton Alfa Romeo PSCC 81.92  
2. D. Dow MGTD LSCC 82.52

CLASS C (25)  
1. H. Moyses Porsche SDAD 75.63  
2. W. Harper Porsche POC 77.55  
3. W. Reed MGA SCMG 77.56  
4. A. Garrison Porsche --- 77.61

CLASS D (18)  
1. M. Doherty A-H (4) GFCCA 77.30  
2. W. Lister A-H,3000 PSCC 77.96  
3. D. McCosh A-H (4) PSCC 78.48

CLASS E (8)  
1. B. Vincent Jaguar JOC 83.07

CLASS F (4)  
1. L. Kelso NSU Prinz PSCC 76.51



JILL ST. JOHN with husband Lance Reventlow, 26, driver and builder of the Scarab Sports Cars. Last week the 21-year-old actress said she planned a separate maintenance action against the millionaire son of Woolworth heiress Barbara Hutton. The two-year marriage was pushed on brink of divorce because of "my career and his interest in auto racing," Miss St. John said.

## Ponderosa Sweepstakes Leaders

SPORTS CAR CLUB OF SPOKANE - JACK DENO, RALLYMASTER

O'all Pos.	Driver - Navigator	Club	TOTAL
1.	Ryan - Ryan	Tri-Angles	87
2.	T. Sparks - D. Sparks	SMSCC	124
3.	Lujan - Bauer	TROC	142
4.	D. Pittock - H. Pittock Sr.	Cascade	157
5.	Delong - Starnes	Boeing	194
6.	J. Sparks - J. Sparks	PRO	195
7.	Kirkwood - Walter	Evergreen	207
8.	W. Lewis - R. Lewis	Yakima Valley	210
9.	Davis - Davis	Tri-Angles	246
10.	Cooper - Cooper	G.G. FCCA	283

CLASS G (8)				
1. W. Morville	Volvo	PSCC	85.79	
CLASS AW & CW (7)				
1. M. Rouen	Fiat-Abarth	PSCC	84.23	
CLASS DW (3)				
1. R. Doherty	A-H (4)	GFCCA	85.70	
CLASS FW & GW (3)				
1. T. Kelso	NSU Prinz	PSCC	80.04	

MODIFIED (3)				
1. E. Wolleson	Renault	NRSCC	79.97	
SCSCC CHAMPIONSHIP SLALOM STANDINGS (INCLUDES AVERAGES FOR THOSE WHOSE CLUB SPONSORED A CHAMP. EVENT)				
MEN'S SPORTS (over 100)				
1. Gillan	ROCA	400.0		
2. Newton	PSCC	400.0		
3. Stone	PSCC	364.9		
4. Doherty	GFCCA	349.2		
5. Harper	POC	330.6		
6. Reed	SCMG	271.7		
7. Flynn	ROCA	261.6		
8. Lister	PSCC	259.6		
9. McKeever	ROCA	254.0		
10. Hartung	POC	251.0		
11. McCosh	PSCC	240.1		
12. Garland	SCMG	225.9		

WOMEN'S SEDANS				
1. Morville	PSCC	389.3		
2. Kelso	PSCC	370.8		
3. Whiteside	ROCA	275.1		
4. Coops	GFCCA	235.8		
5. Christopherson	POC	126.1		
6. Beauchamp	PSCC	126.0		
7. Wilson	ROCA	116.0		
8. Walker	ISCARA	6.1		

Continued on page 7

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**BY MAIL:** Send your ad to Classified Dept., MOTORACING, 4041 Marlton Ave., Los Angeles 8, California.

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### AUSTIN HEALEY SPRITE

#35 Fully equipped & ready to race. Some spares. 11 trophies '61 season. Must sell! Have already purchased modified car.  
**\$1200**  
 Call OX 5-0032 - Pico Rivera, Cal.

MASERATI TYPO '61 Birdcage ready to race. Some spares & extra gear ratios. George Koehne, 8810 Pineridge, San Antonio, Texas. TA 2-0373

### 1961 AUSTIN HEALEY SPRITE

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**1961 BEUTLER 4-PASS PORSCHE**  
 White with blue top and red leather reclining seats, chrome wheels super record "Renner" tires and a "prodigious" super engine. My personal car with approximately 6000 actual miles. \$5,995, will trade and finance. JAN BRUNDAGE, 1444 MAIN ST., JACKSONVILLE, FLA. EL 6-0741

1961 FACELLIA, Facel Vega Deluxe compact hardtop, 2/4 passenger. Black leather interior, white exterior, safety belts. DOHC four cylinder 115 hp. 4 speed Pont-A-Mousson gear box, Dunlop disks, Michelin-X tires, clean-low-mileage. \$3750 firm. J. F. Harnan, 10103 Lynrose, Temple City, Calif. HI 7-5877.

# ANOTHER FOR GURNEY

STUTTGART, Germany, July 15 - Dan Gurney of Costa Mesa, Cal., won the big Formula I car race division during the German Grand Prix motorcycle races.

Gurney drove a Works Porsche with the new Flat-8 engine. He was clocked in 3m.55.6s. for the 25 laps over the rugged Stuttgart Solitude circuit. He bettered his own lap record for the course by 3s.

# LETTERS

Continued from page 2

Le Cercle Concours d'Elegance. I hope to see you at Vista Del Mar on Sunday. I assure you it will be the greatest Car Show we have ever put on. I am trying to get all of the cars listed today so I can get a list down to you promptly for your next issue.

M. L. BUD COHN  
 Concours Chairman  
 Los Angeles

\*\*\*

## WHERE ARE THEY NOW?

Since you ask what happened to Roger Barlow, maybe you can also tell me what happened to the following, who used to be mentioned a lot in your publication - John Malone, Bud Goodwin, Bill Love, Judge Crater, Ambrose Bierce, Rudy Cleye, Andy Porterfield, Chick Leeson, H.K. Wong, Bruno Snork, W.R.C. Fallope, Ed Wagenheim, Marvin Reichler and Gloria Dearborn?

## This Doll Not On Sharp Side

Bernie Boltz, service manager for Milne Bros. "World of Wheels," Pasadena, swears a customer told him about a guy who'd stopped to help a doll parked due to a flat tire, and when he asked her, "what kind of jack do you have?" she rummaged through her purse and replied, "would \$3. be all right?"

I used to live out in your horrible part of the country until I got smart.

MORRIS A. SUSSMAN  
 Miami

## INTERESTING

As long as we have all this feudin' and disqualifyin' dished up so readably by GVV, MOTORACING will hang on to top spot among rags devoted to sports on wheels. Gets interesting and interesting.

FRANK MASON  
 Long Beach 5, Calif.

## ECONOMY

## CAR NEWS

Continued from page 1

models as of July 30. It is the world's third largest selling car.

\*\*\*

According to MOTOR NEWS, imports accounted for 6.7% of new cars purchased in the first four months of the year in California.

\*\*\*

## PERSONNEL NOTES

COMPETITION MOTORS, VW distributor for Arizona, So. Nevada, Southeastern Calif., is making assorted personnel changes in preparation for its expanding operations to be housed in a new \$2 million administration building and parts warehouse in Culver City, Calif.

Staff changes included: AL HARMON, formerly mgr. of the company's service department in Hollywood, to the newly-created position of area director of parts and service; JOSEPH H. MCCORD, zone mgr., to distribution area sales mgr.; NEIL COMPTON, assistant distributorship sales mgr., to newly created position of retail gen'l. mgr.; GEORGE MCLEOD to business management mgr.; ROBERT E. GRANT, associated with new and used car sales operations in the LA area since 1953, has also joined Competition Motors as zone mgr. for Ventura, San Luis Obispo, Santa Barbara counties and the northern LA county.

\*\*\*

A new parts warehouse in Los Angeles at 1862 S. La Cienega Blvd. has been opened by HOFFMAN MOTORS CORP., which distributes Fiat, Alfa Romeo, Lancia and Facel Vega. It has been outfitted at a cost in excess of \$500,000 and contains more than 55,000 sq. ft. of storage and spare parts handling space.

\*\*\*

## SCOTTISH ADVENTURE

You don't have to travel in far off places to find adventure. A team of London University students found it in Scotland when they succeeded in climbing Britain's highest mountain in a four-wheel-drive Austin Gypsy. The mountain is the 4406ft. Ben Nevis in Inverness-shire, and this is the first time in 33 years that a vehicle has succeeded in doing the job.

\*\*\*

With the year just slightly more than half over (through July 7), this is how compact auto production looks as per figures supplied by the AUTOMOBILE MANUFACTURERS ASSN.; (in parentheses are comparable 1961 figures) All American Motors, 260, 180 (188,962); Ford Falcon, 205, 746 (263,631); GM Chevy II, 201, 998 (111); GM Corvair, 168,951 (189,626); Buick Special, 88,202 (44,947!); GM Tempest, 82,203 (64,845); Chrysler Valiant, 80, 437 (64,045); Ford Comet, 78, 727 (93,718); GM F-85, 54,023 (33,971), and all Studebaker, 46, 063 (29,527).

As has been pointed out before, the drop in Falcon sales is probably related not only to the introduction of the Chevy II, but of Ford's own new Fairlane (202, 490); while the Comet has suffered by introduction of Ford's new Meteor (45,783). When a good compact has been made better, as in the case of the Buick

Special, sales have doubled. (only don't let Buick hear you call it a compact.)

### PORSCHE RS60 SPYDER

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John "Bat" Masterson  
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 Miller 3-5474

# VIGNETTES

Continued from page 3

clocked here as fast as 153mph on the straights, bound up and down constantly. Each time the wheels leave the ground they spin. Each time they touch down again the spin stops with a brutal wrench on the gear-box and rear-end.

"This is the major reason why so many cars broke down." Actually, it is a shame that Ferrari did not run (allegedly because of the Italian metal workers' strike). Although Ferrari is not as swift as the English cars this season, the red ones are known for their ruggedness and reliability... especially in the hands of PHIL HILL, who knows how to take care of a machine.

It seems to me that Rouen would have been the perfect spot for Phil to pass GRAHAM HILL, who had led (and still does) the Santa Monica by two points in the world's championship standings. C'est la vie.

\*\*\*

Since we carried a brief note in the last issue on PETER RYAN'S death at Reims, we have had a number of calls from aficionados wanting to know more details.

Ryan was driving a Lotus-Ford in the qualification runs for the Form. Jr. GP de Reims when the accident occurred. His car brushed a Gemini driven by BILL MOSS of Britain and somersaulted off the track into a field. Ryan was crushed under the car, suffering multiple fractures of the pelvic and hip bones and internal injuries. Moss suffered only slight injuries.

The promising Canadian pilot was rushed by a U.S. Air Force plane to a hospital in Paris, where he died the next day. His mother flew from Quebec when she heard of the accident and was at her son's bedside when he died.

Peter took up auto racing in 1959 after he broke both legs in a skiing accident. This was his first year in Europe and he was racing for the Lotus factory team.

## Al Papp Wonders What We're Going to do Now.

How about this merger between the Cal Club and USSCC? Yes, it's true. Says AL PAPP, the expert racing coordinator for the Cal Club, "Now that they've kissed and made up, what the hell are you going to write about?" A good question.

Much of the chatter has been to the effect that the Cal Club (never one to make overtures to anybody) feared so strongly that it would lose that court suit, that it decided on the amalgamation. Truthfully, it wasn't a sweet wind that was blowing in the direction of JOE WEISSMAN, onetime czar of the club and now attorney for it in the suit, but that was not the reason... allegedly.

BOB ESTES of USAC sat with TOM BINFORD, pres. of USAC, and told him that he believed JIM PETERSON, head of USSCC here, was sincere and willing to listen to merger talk. Everybody agreed. Peterson and D.D. MICHELMORE agreed to step out and let others forge the new group. Beautiful, beautiful, beautiful, beautiful. Just hope it all works out as planned.

P.S. - Have you noted how quiet the Westport Pants Pressers have been about this whole deal?

\*\*\*

BRIEFLY NOTED -- Don't be surprised if TED DAVIS is soon bartending in high-heeled shoes... About the time they kissed and made up, the Cal Club was working on a deal to stage races in Tijuana, Baja Calif., next Sept. They'd be on a 1.5mi. course of some seven turns over a subdivision surrounding the Plaza Monumental bullring... And pls. remind me to tell you how a certain RAY ALTMAN is on his way to winning a popularity contest in Salt Lake City and Portland, Ore.

## SLALOM COLUMN

Continued from page 6

7. O'Connor	SCMG	240.8	2. Wolleson	NRSCC	278.9
8. Nieland	PSCC	136.3	3. Hauck	ROCA	82.4
9. Hatfield	PSCC	125.6	4. Zindler	ROCA	75.7
10. King	RAM	105.7	5. Micka	ROCA	37.5
11. Mayer	AHOC	96.5	6. Sherwin	ROCA	13.7
12. Propp	AHOC	289.2	7. Kenyon	CFCCA	10.9

WOMEN'S MODIFIED					
1. Lehmann	ROCA	402.5			
2. Sherwin	ROCA	128.1			

WOMEN'S SEDANS					
1. Kelso	PSCC	408.5	1. ROCA	39	
2. Gillan	ROCA	360.5	2. PSCC	37	
3. Coops	GFCCA	293.4	3. SCMG	32	
4. Beauchamp	PSCC	89.5	4. AHOC	29	

MEN'S MODIFIED					
1. Lehmann	ROCA	400.0	5. GFCCA	28	
			6. POC	15	
			7. NRSCC	6	

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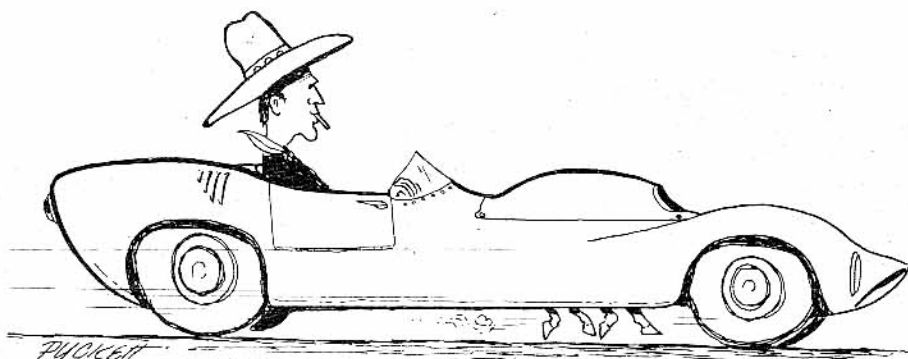
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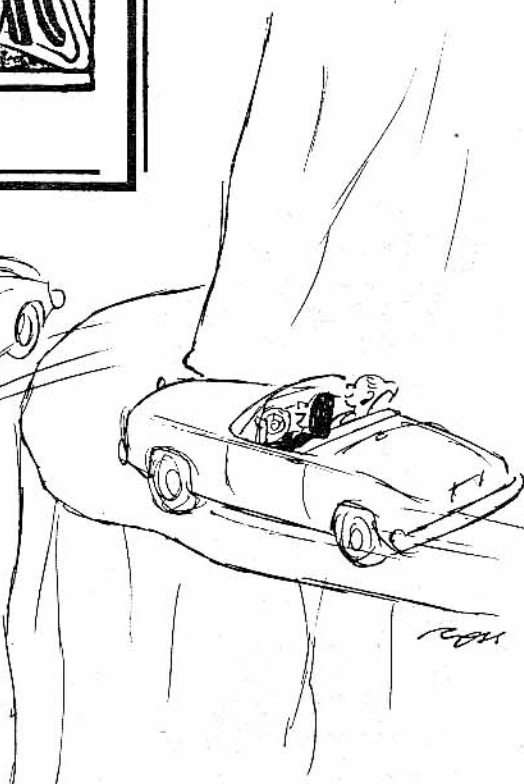
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